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[1519]

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[1520]

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Hongkong, 28th May, 1906.

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AT "BRAESIDE."

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RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
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Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate
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(late of "Tung Yuen").
Hongkong, 27th June, 1905.

BOARD AND RESIDENCE.

M R. S. GILLANDERS
— "GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905.


MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A. J. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 1
Extreme Length ... 722 feet
Length on Blocks ... 714 "
Width of Entrance on Top ... 96 "
Width of Entrance on Bottom ... 88 "
Water on Blocks at Spring Tide ... 34 "

DOCK No. 2
Extreme Length ... 523 feet
Length on Blocks ... 513 "
Width of Entrance on Top ... 68 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 23 "

DOCK No. 3
Extreme Length ... 371 feet
Length on Blocks ... 356 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 4
Extreme Length ... 300 feet
Length on Blocks ... 284 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 5
Extreme Length ... 270 feet
Length on Blocks ... 254 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 6
Extreme Length ... 240 feet
Length on Blocks ... 224 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 7
Extreme Length ... 210 feet
Length on Blocks ... 194 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 8
Extreme Length ... 180 feet
Length on Blocks ... 164 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 9
Extreme Length ... 150 feet
Length on Blocks ... 134 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 10
Extreme Length ... 120 feet
Length on Blocks ... 104 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 11
Extreme Length ... 90 feet
Length on Blocks ... 74 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 12
Extreme Length ... 60 feet
Length on Blocks ... 44 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 13
Extreme Length ... 30 feet
Length on Blocks ... 24 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 14
Extreme Length ... 15 feet
Length on Blocks ... 14 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 15
Extreme Length ... 10 feet
Length on Blocks ... 8 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 16
Extreme Length ... 5 feet
Length on Blocks ... 4 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 17
Extreme Length ... 3 feet
Length on Blocks ... 2 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 18
Extreme Length ... 2 feet
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 19
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 20
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 21
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 22
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 23
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 24
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 25
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 26
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 27
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 28
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 29
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 30
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 31
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 32
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 33
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 34
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 35
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 36
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 37
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 38
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 39
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 40
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 41
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 42
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 43
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 44
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 45
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 46
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 47
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 48
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 49
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 50
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 51
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 52
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 53
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 54
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 55
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 56
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 57
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 58
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 59
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 60
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 61
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 62
Extreme Length ... 1 foot
Length on Blocks ... 1 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

DOCK No. 63
Extreme Length ... 1 foot

INTIMATION

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Hongkong, 11th August, 1906. [30]

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BIRTH.
On August 18th, at No. 12, Arbutin Road,
the wife of CHARLES MORLEY, of a daughter.MARRIAGES.
On July 10th, EDWARD, FIGGINS ARTHUR
Astley, a missionary Imperial Maritime Customs,
China, to ISABEL MARION ALEXANDRA,
daughter of PROFESSOR HANLEY BATHURST, Firtheth
House, Edinburgh.On August 11, at Shanghai, GERALD Clegg,
London, to ETHEL GREY, daughter of JAMES
GRAY, Shanghai.HONGKONG OFFICE: 104, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 20TH, 1906

NOTHING could illustrate more forcibly the
impossibility of governing distant colonies
by orders from the Colonial Office than the
outcome of the coolie repatriation pro-
clamation which were issued in the
Transvaal by the direction of Mr. WINSTON
CHURCHILL, the Under-Secretary of State
for the Colonies. From his statements in
the House it would appear that he was
under the impression that the translation
of the proclamation which had been sent to
the Colonial Office was incorrect, and he
threatened that, if such should prove to be
the case, the whole subject might be
reopened for consideration of the Govern-
ment. It was evidently anticipated that
there would have been a substantial response
to the invitation to such of the Chinese
immigrants as might be discontented, to
avail themselves of the offer made by a
paternal government to send them back free
of expense to China, and the fact that only
about twelve men put in an application was
evidently disturbing and disappointing to
the official mind. Whether the translation
in question was altogether accurate or notwill be difficult to determine; and we
imagine that, enterprise as Mr. WINSTON
CHURCHILL is, he will find it convenient to
abstain from any further allusion to this
part of the subject. In substance, no doubt,
the translation which was published gave
what was set forth in the actual document;
and it is not necessary to go beyond points
in it, which could not be the subject of any
two interpretations, to discover how it was
that the proclamation so entirely failed.Apparently it was a summary of some
despatch from the Colonial Office to the
Governor of the Transvaal in which in-
structions were given in the usual official
style to cause a proclamation to be issued
to the effect indicated. This would be the
ordinary official routine in such a matter;
but unfortunately it would be completely
unusual to the end in view, in dealing
with a mass of ignorant or at best half-in-
formed Chinese. The qualification which it
contained, that only men who had already
been in the mines for six months need apply to
be repatriated was quite enough, as any one
who knows anything of the Chinese would
be aware, to make the whole thing a dead
letter. The proviso showed at once that the
authorities were half-hearted in the matter;
and, as the bulk of the Chinese had no
special desire to return to their native land
and original poverty, it was hardly likely
that, with a saving clause of this description,
any particular attention would be
paid by the bulk of them to the intimation.
Matters, however, went much farther than
this. It was definitely pointed out that
Chinese wishing to be repatriated were
expected to set to work and get sufficient
means to pay their passage back, or would
at least be called upon to explain to Govern-
ment why they were not possessed of the
requisite funds to do so. These two con-
ditions being put together, and regarded
from a Chinese point of view, would at once
suggest to the native mind the very simple
idea that something in the way of
"squeezed" was to be anticipated—and this idea once occurring to the Celestial
he would naturally consider that his only
prudent course was to leave the proposed
repatriation severely alone. The Chinese
are so used to proclamations which it is
necessary to read "between the lines", and
which mean something very different from
what appears on the surface, that the in-
volved manifesto which was issued could
not fail to raise their suspicions that there
was something underneath it which they
could not understand, and this would be
quite enough to cause them to have nothing
to do with the matter. Knowing nothing of
the ins and outs of party politics at home,
the coolies on the Rand would beat a bass to
find any motive for the extraordinary,
if somewhat qualified, benevolence of the Gov-
ernment in their behalf; and would come
to no other conclusion than that it was
designed in some way, which they could not
quite understand, to play upon them and
make use of them. Under such circum-
stances it is not surprising that so few
responded to the invitation—but what is
surprising is that the UNDER COLONIAL
SECRETARY should have imagined that so
delicate a matter could be dealt with
satisfactorily from Downing Street. Even
those on the spot acquainted with the
Chinese and their mode of regarding things
would see much difficulty in issuing a
proclamation under the circumstance
which was not likely to be misunderstood,
as nothing requires more careful and
experience handling than a declaration of
this kind to Chinese, who are likely to put
their own construction upon what is set
forth. If it is dangerous for the Colonial
Office to dictate as to the conduct of affairs
generally in distant Colonies, it is infinitely
more so when the particular matter concerns
people to deal with whom special knowledge
and tact is required as is the case with the
Chinese. It is not, therefore, surprising
that the whole matter has ended in a fiasco,
and that it has been very clearly shown
that the Colonial Office must in matters
of this kind take the advice of its repre-
sentatives, and leave details to be carried
out by those on the spot who know how to
handle them. It may be hoped that the
lesson which has been taught in this matter
will not be lost; and that a similar attempt
at interference will not be made again in a
hurry even by so sanguine an official as the
present UNDER SECRETARY for the
COLONIES.The 88th case of plague was notified on
Saturday morning.The Peking-Hankow line, closed by floods,
was to be reopened on Aug. 13th.The Shanghai papers contain indignant
protests at the disfigurement of the river by
advertisement hoardings along its banks.The German Mail of the 18th July was
delivered in London on the 17th inst.H.E. the Governor-in-Council has appointed
a plot of land at Kai Lung Wan, having an area
of about twelve acres to be used as a cemetery
for Chinese.A Tokyo telegram to the N.C. Daily New
says the damage to the Mikasa turns out to be
unexpectedly slight and her recovery of full
fighting strength is assured.His Excellency the Governor-in-Council has
had the Public Health and Building Ordinance
of 1903 decided that the Mount Davis Cemetery
should be closed on and after 31st December,
1906.The bowling match between Kowloon Club
and the Civil Service Club, which was to have
taken place at the Happy Valley on Saturday
afternoon, was postponed on account of the
death of Mr. Deas, who was a member of the
former club.Licences have been granted Sir Paul Chater
to prospect for metals and minerals other than
gold, silver and precious stones, in the districts
of Lantau Island, Tsuenwan and Shatin. Ten
cents royalty is to be paid on every ton of iron
ore when ready for exportation, or for smelting
or reducing during the current year.Just when a start was being made with the
Gymkhana at Happy Valley on Saturday
afternoon H. E. the Governor arrived, and
expressed the wish that it be postponed in
sympathy with the death of Sergeant Deas, of
the H.K.V.C., whose interment took place that
afternoon. The Troop have been unfortunate
with their gymkhana arrangements, this being
the second time it has been postponed.The prospectus of the evening continuation
classes, which commences on 3rd October, has
been issued. These classes in technical subjects
to be established at Queen's College, are
intended to afford facilities for a commercial
and scientific training to students generally, and
to enable those who have left school to continue
their studies. The classes are well graded and
should suit all who wish to improve their
education.During the past two years the price of
diamonds has jumped up 25 per cent, during
the past six months the price has risen 10 per
cent, and in another two years diamonds will be
another 20 per cent dearer. The reason for
this rise in the price of diamonds is that the
mines are becoming less productive, although
producing finer stones—whiter and more brilliant.
Emeralds have gone up 50 per cent, and
there has also been a big increase in the price of
pearls and rubies.A company composed of Japanese and
Norwegians has been formed to work the
fisheries off Japan and Korea. It appears that,
owing to a falling off in the fisheries off Norway,
the Government has ordered a temporary "close
season" and that many fishermen and their
boats and appliances are in consequence idle.
A Norwegian expert was sent to Japan to see
whether there was any prospect of finding
employment for the fishermen in the surrounding
seas. The preliminary investigation proving
satisfactory it has been agreed, for the time
being, that a company financed by Norwegian
and Japanese capitalists shall be formed to work
the Japan Sea, Korean Sea and the waters
round Saghalien.

MORE PIRACY.

That Viceroy Shum has not succeeded in
intimidating the pirates who infest South
China waters is quite evident. The probability
is that if the pirates had shown more discrimi-
nation, and avoided troubling craft in which
pirates are interested, they might have
continued for many years (as they undoubtedly
have done) to exercise their lucrative but illegal
trade without attracting much attention from
the outside world. Now that they have alarmed
the white man, not only for his goods, but for
his prestige, every one of their exploits is being
advertised and animadverted on.The latest, of which, as usual, the news comes
via Canton, is an affray on the launch *Kaiping*,
which left Canton last Wednesday, on its usual
river trip. In this case, as in the majority of
recent cases, the rascals had marked their own
countrymen for prey; and got away, it is said,
with some prisoners as well as considerable
booty. It appears that the Chinese crew made
some show of resistance, with the result that
two of them are now in hospital at Canton.
No very definite or trustworthy account could
be gleaned; and our Canton contemporary
complains that Messrs. Patel and Co., the
Canton agents, refused information. The
pirates had joined the launch as peaceful
passengers. There is really nothing very
daring about their methods, as they wait for
the most favourable time and conditions, and
run practically no risk.

WATER POLO.

The 87th Co. R.G.A. defeated "G" Coy.
R.W.K. by 10 goals to nil, and "A" team
V.R.C. beat the Band, R.W.K. by nine goals to
nil.

The competition table is as follows:

	Won	Lost	Pts.
V. R. C. (A)...	5	0	5
V. R. C. (B)...	5	0	5
Yacht Club...	3	1	3
87th Co. R.G.A...	3	1	3
Band, R.W.K...	3	2	3
A. Co. R.W.K...	2	2	2
R. E...	1	2	1
G. Co. R.W.K...	1	4	1
D. Co. R.W.K...	1	3	1
83rd Co. R.A.G. retired...	—	—	—

The competition table is as follows:

The 87th Co. R.G.A. defeated "G" Coy.

R.W.K. by 10 goals to nil, and "A" team

V.R.C. beat the Band, R.W.K. by nine goals to

nil.

Note.—Each team has been credited with a

win, consequent upon the retirement of the

83rd Co.

TELEGRAFS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

EARTHQUAKE AT
VALPARAISO.

LONDON, August 19th.

An earthquake, accompanied by
fire, has occurred at Valparaiso. Every
house in the city has been damaged,
and deaths have been numerous.

Santiago has suffered slightly.

Valparaiso, the chief sea-port of Chile, has
a population of about 130,000. It has few
buildings of note save the public offices. The
bulk of its trade is with England. In 1835
the city was visited by a terrible earthquake,
which caused great destruction. Santiago, the
capital of Chile, has a population of over
200,000.

[REUTER'S SERVICE.]

GREECE AND BULGARIA.

LONDON, August 16th.

The latest news from Sofia states that the
Bulgarians accuse the Greeks of causing the
trouble at Anchialos by attempting to break
up a meeting of Bulgarians. The Greek
Bishop, who was supposed to have been
burned, has been found hiding, and has been
arrested for inciting the outbreak.

AMERICAN PURCHASES OF SILVER.

LONDON, August 16th.

The Washington Government has pur-
chased 50,000 ozs. of silver, 999 fine, at 66 1/2
cents.

RUSSIA.

LONDON, August 16th.

The revolutionists at Warsaw have at-
tempted an organised massacre of the police
and the infantry patrols, 45 of whom were
killed and wounded by bombs and revolvers.
The troops replied by volleys, killing and
wounding 145, and cleared the streets at
the point of the bayonet. A similar out-
break occurred at Lodz.Warsaw and the neighbouring towns of
Plock and Radom are in a state of panic
owing to the frightful scenes of yesterday.
The sudden simultaneous attacks by
terrorist bands show the widespread and
preconceived character of the movement.
The troops were hastily called out and
volleyed in every direction. The killed
and wounded included numbers of innocent
persons. There were casualties in Warsaw
on Wednesday.

LONDON, August 17th.

After the disturbances on Wednesday in
Warsaw, the soldiers attacked the Jews in
the evening, killing and wounding 250 of
them. The reign of terror is now general
throughout Russia; the police are powerless
and the Government incapable of dealing
with the situation.

THE UNITED STATES PRESIDENCY.

LONDON, August 17th.

Mr. Cannon, the Speaker of the House of
Representatives, has agreed to stand for the
Presidency of the United States.THE NEW JAPANESE MINISTER
TO LONDON.

LONDON, August 17th.

Baron Komura has arrived in London.
The newspapers extend the most cordial
welcome to him, and regard the appointment
of such a distinguished statesman, the
author of the Portsmouth treaty, as a com-
pliment to Great Britain, and the surest
means of strengthening the alliance.RECEPTIONS AT THE AUSTRALIAN
CONSULATE.

ROYAL BIRTHDAY AND PRINCELY GUEST.

Saturday being the anniversary of the
birthday of H.I.M. Francis Joseph I, Emperor
of Austria and King of Hungary, Mr. de
Szentimayr de Darvast, Consul for Austria-
Hungary, (and acting for Italy) held a reception
at the Consulate in honour of the occasion.
Members of the Austro-Hungarian community
were welcomed between 10 and 11.30 a.m., and
afterwards Foreign Consuls, British officials
and civilians. A large number called to offer
congratulations. H.E. the Governor, Commodore
Williams and other high officials being
represented, as well as the Italian Prince
d'Udine and Captain M. de Moriondo of the
Italian cruiser *Calabria*.Last (Sunday) night there was a dinner and
reception afterwards, at their Peak residence,
in honour of the Prince. The reception was
thronged by a very representative company.
The lawn in front of the house was lighted with
Chinese lamps, and looked very pretty. There
was an excellent band, and His Royal Highness
set a good example by starting the waltz, with
Madame Szentimayr.

VOLUNTEER PARADE CONCERT.

Very little that has not been said of previous
concerts can be said of the one given on the
Volunteer Parade Ground on Saturday night,
the proceeds of which were added to the funds
of the Missions to Soweto. The officers had
taken the same pains to make the audience
happy and comfortable, and the evening being
fine, and the programme arranged to suit the
ascertained taste of the habitue's success was
inevitable.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ordinary half-yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall on Saturday. Mr. A. Haupt, chairman of directors, presided, and there were present Messrs. G. H. Medhurst, E. Goetz, Hon. Mr. W. J. Gresson, Messrs. C. R. Lenzenmann, D. M. Nissim, A. J. Raymond, N. A. Siebs, H. A. W. Shadec and H. E. Tomkins (directors); Mr. H. E. R. Hunter (acting chief manager); Messrs. E. C. Ray, H. N. Moly, A. Hancock, E. George, C. W. May, J. C. Peter, R. K. Hynd, D. Forbes, A. F. Warwick, C. J. Goncalves, K. D. Gazdar, Lu Choung-shan, Ho Kim-tong, Cheung Pui-kai, A. Scott, F. G. Schaeffer, A. G. Wood, J. J. Leiris, G. L. Tomlin, W. H. Ray, W. H. Potts, E. Barrett, S. Hancock, W. H. T. Davis, Hon. Mr. E. A. Hewett, Messrs. Murray, Steward, H. Percy Smith, W. H. Wickham, B. Layton, J. A. Jupp, and O. Von der Heyde.

Mr. HENNET having read the notice convening the meeting:

The CHAIRMAN read the report, after which he said: - Gentlemen. It is my pleasure duty to address you on a report which I think you will all agree is a most satisfactory one, and I hope you will approve of our recommendation to distribute the profits in paying a dividend of 21. 15/- per share, placing \$75,000 to Silver Reserve Fund, and carrying forward the balance of \$1,712,472.37. Comparing the balances sheet with that of the 31st December last we find that, as usual in the June half year, our Notes in Circulation increase. There is a reduction of \$17,000. Gold and Silver current accounts show comparatively little change. Fixed Deposits in Gold show a small increase; those in Silver are lower by \$3,000. These reductions are reflected on the other side of the account. Our Cash at \$111 lies is \$62 less, but, as security for an excess Note Circulation of \$13,000, we have in addition \$85 lies of coin deposited with the Hongkong Government. Bills Payable show a reduction of \$500 lies, due to the fact that we had no Call Loans outstanding. It suited us to take advantage of a favourable discount market. In this connection you will observe that Bills of Exchange rediscounted outstanding on 30th June amounted to £5,150,875. S. 10. This is an increase of £74,008. 11. 2, compared with 31st December. With the increase in these figures we see a reduction of \$129 lies in Bills Receivable. Against \$62 lies of Bullion in Hand and in Transit on 31st December we now show only \$0 lies. During the six months under review China has required to import little or no silver. Bills Discounted Lonus and Credits have increased \$28 lies. Indian Government Rupee paper, Consols and other securities stand at \$9,621,716.87 as against \$11,314,373.38 in the previous balance sheet. Bank Premises Account has increased from \$1,167,110.54 to \$1,379,392.36. As you are all aware our building here in Hongkong is no longer large enough for our requirements. In the meantime we are making structural alterations to give us immediate relief and, to provide for the future, your Directors deemed it advisable to acquire the block immediately to the west of our present building and to the north of the premises of the Chartered Bank. We have also acquired a suitable site for an office of our own in - Surabaya. The building is in course of erection. We now come to the Sterling Reserve Fund which, as you know, is invested in Consols and other first class securities. It is our duty to keep these securities up to what we consider a safe realizable value of £1,000,000 sterling, and we are therefore sure you will approve of our having augmented them by the purchase of £28,000 2% per cent. Consols out of current profits. At market prices on 30th June these securities were worth £1,065,045, equivalent to \$10,623,052.34 at current rate of exchange. As regards the Silver Reserve Fund, if you approve of the proposed addition, it will stand at \$10,250, after \$21 lies more than our capital. Gentlemen, the handsome dividends distributed for many years, increased only when your Directors and management were convinced that the earning power of the Bank warranted it, (the last instance of this being one year ago), bear solid testimony to the wisdom of building up our reserves (applause). It is this policy, steadily pursued, which has enabled us to prosper continuously in the face of keen and increasing competition, and I feel confident it has your approval (applause). Before passing on from the accounts I should like to take the opportunity of reminding you that fluctuations in balances are apt to be misleading. Our silver figures include equivalents at current rates of large amounts in protected and fixed caravans, in addition to Gold Current Accounts and Fixed Deposits which alone amount to nearly £1,000,000 sterling; therefore our totals in silver must go up or down according as exchange fluctuates and quite independently of other causes. The true guide to our progress or otherwise is our turnover and profits. You will be glad to hear that the former continues to grow and despite deliveries during the six months under review we are able to record a large increase of business. The resulting profits speak for themselves. When we met you six months ago there was general confidence that on the opening of the Northern ports in the spring we should see an improved demand for foreign manufactures. This, however, has not been the case and, as a consequence, stocks in the North have accumulated. Owing to a shortage in the rice crop in the two Kwang provinces and the diminished Canton silk crop we are also passing through dull times in the South. The reckless minting of copper cash and silver subsidiary coins by the provincial governments in China

is also responsible in no small degree for the present depression; the natural result being a serious curtailment in the purchasing power of those coins. It is satisfactory, however, to note that the Central Government is now alive to the danger involved, so far as the minting of copper cash is concerned, and that steps have been taken to restrict the output. Better crops may temporarily reduce the discount on silver subsidiary coins in the South, but the only cure is the proper regulation and control of the currency. Notwithstanding the adverse circumstances I am glad to be in a position to state that during the past six weeks an improvement in trade has been apparent and, although business continues dull at the moment, still we may reasonably hope for a revival after the full and unhampered opening of Manchuria to foreign commerce. This has been officially notified to take effect from 1st September next. We have to deplore the serious earthquake at San Francisco which called forth the sympathy of the whole world. Our sympathy is now coupled with admiration for the high-spirited manner in which the calamity has been met and for the splendid determination since displayed in restoring this great centre of Pacific trade. Although naturally put to inconvenience, I am glad to say we suffered no loss, and our business has been carried on without interruption, thanks to the energy of our agent (applause). It was with great regret we heard of the death of Mr. H. M. Bevis in May. During his long service of 31 years, latterly in Shanghai, Mr. Bevis was deservedly popular both in and out of the Bank. By his death we lose a loyal servant, an able and most successful manager. Our Chief Manager, Mr. J. R. M. Smith, left Europe on furlough on the 3rd May; we expect him back early next year. During his four years' management Mr. Smith has enabled us to place before you a succession of splendid reports (applause). Increased returns to shareholders and the strong position our Bank is in today, testify more eloquently than I can to his unsparing devotion to our interests, and your Directors are glad of this opportunity to record their high appreciation of his services and also of those of the Managers, Agents and Staff generally, without whose efficient co-operation these results could not have been achieved (applause). Mr. Hunter, recently our manager in Shanghai, who is well known to you all, and in whom your Directors have every confidence, has been appointed Acting Chief Manager during Mr. Smith's absence (applause). Before leaving the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. E. A. Hewett seconded. He said: After the very lucid explanation given by the Chairman very little remains for me to say. In view of the manner in which the meeting has received the statement with regard to the building up of the reserve fund it is quite unnecessary for me to say that I feel confident that the Bank for me to say that I feel confident the very sound policy adopted by the Bank for many years past will meet with the entire approval of the shareholders (applause). With regard to the purchase of property the Bank has followed a very sound principle. It is a further demonstration, if one is required, of the increasing needs of the Bank owing to the increasing business. It is to be trusted that the Chinese Government have at length awakened to the danger of the reckless issue of subsidiary coinage. Many representations have been made to that Government of late years on the subject both by the diplomatic and commercial bodies in China, and it is to be hoped that these representations will take effect very shortly. I am sure we all endorse the remarks of the Chairman as to the present want of the Bank in Hongkong for the building Reserve Fund which, as you know, is invested in Consols and other first class securities. It is our duty to keep these securities up to what we consider a safe realizable value of £1,000,000 sterling, and we are therefore sure you will approve of our having augmented them by the purchase of £28,000 2% per cent. Consols out of current profits. At market prices on 30th June these securities were worth £1,065,045, equivalent to \$10,623,052.34 at current rate of exchange. As regards the Silver Reserve Fund, if you approve of the proposed addition, it will stand at \$10,250, after \$21 lies more than our capital. Gentlemen, the handsome dividends distributed for many years, increased only when your Directors and management were convinced that the earning power of the Bank warranted it, (the last instance of this being one year ago), bear solid testimony to the wisdom of building up our reserves (applause). It is this policy, steadily pursued, which has enabled us to prosper continuously in the face of keen and increasing competition, and I feel confident it has your approval (applause). Before passing on from the accounts I should like to take the opportunity of reminding you that fluctuations in balances are apt to be misleading. Our silver figures include equivalents at current rates of large amounts in protected and fixed caravans, in addition to Gold Current Accounts and Fixed Deposits which alone amount to nearly £1,000,000 sterling; therefore our totals in silver must go up or down according as exchange fluctuates and quite independently of other causes. The true guide to our progress or otherwise is our turnover and profits. You will be glad to hear that the former continues to grow and despite deliveries during the six months under review we are able to record a large increase of business. The resulting profits speak for themselves. When we met you six months ago there was general confidence that on the opening of the Northern ports in the spring we should see an improved demand for foreign manufactures. This, however, has not been the case and, as a consequence, stocks in the North have accumulated. Owing to a shortage in the rice crop in the two Kwang provinces and the diminished Canton silk crop we are also passing through dull times in the South. The reckless minting of copper cash and silver subsidiary coins by the provincial governments in China

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There being no questions, the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. E. C. RAY—I am sure you will all join with me in passing a hearty vote of thanks to the Directors, the Chief Manager, and the staff generally for the very full account they have rendered to us to-day (applause).

The CHAIRMAN—On behalf of the Directors and the members of the staff I thank you for your kind words (applause).

WEATHER REPORT.

On the 18th at 11.35 a.m.—The barometer has fallen slightly at all stations to the Southward of Shanghai.

The lowest pressure is over N. China, and the highest over the N. part of the China Sea. It is normal over the Philippines, slightly above over the S. coast of China and Formosa, and about 0.1 inch in defect over the E. coast of China.

Gradients are slight, and light to moderate S. and S.W. winds are indicated along the China coast and light variable winds over the China seas.

Returns from N. China and Japan are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

THE OPIUM FARM.

MODIFICATIONS THAT MAY BE NEEDED.

In a *Government Gazette Extraordinary* issued on Saturday it is notified that His Excellency the Governor-in-Council has been pleased to amend the form of grant of the Hongkong Opium Farm, published in *Government Notification No. 430* of the 23rd May, 1906, by adding the following proviso:—

"Provided always that in the event of the exportation of raw opium from India being so restricted during the term hereby granted, as in the opinion of the Governor-in-Council seriously to affect the business of the grantee, the onus of proof whereof shall rest on the Governor-in-Council, upon the application of the grantee, shall reduce the rent payable under this grant to such an extent or modify the terms of this grant in such other manner as to the Governor-in-Council may seem equitable."

"Provided also that in the event of the exportation of raw opium from India being so restricted during the term hereby granted, as in the opinion of the Governor-in-Council seriously to affect the business of the grantee, the onus of proof whereof shall rest on the grantee, the Governor-in-Council shall therupon, or so soon thereafter as he may deem necessary, cancel the same. Nothing in the two preceding provisions is to be taken to mean that an alteration in the quantity of opium exported from India is to be accepted as *prima facie* evidence that the farmer is entitled to a reduction of rent or to a modification of the terms of this grant."

CHINESE STUDENTS' CROWD TOKYO.

THEIR POWER FOR GOOD OR EVIL.

An observant visitor to Tokyo writes a long letter to the *Japan Mail*, from which we take the following:—

The first two Chinese students officially sent to Japan came here a little over eight years ago. The number five years later was 361. Towards the end of the year 1904 it increased to 2,406. Early in November, 1905, it was officially computed at 8,620 and at present about 10,000 roughly. The huge numbers in which China has sent her young men to Japan for the pursuit of knowledge during the last year or so is a wonderful phenomenon in the history of Asiatic nations. The attempt to put another in the history of the world where an Asian nation felt the impulse to learn and adopt the methods of a first class Power, with such a passion as to send over six thousand of its young men in less than a year across the sea to a sister country to gain a theoretical and practical knowledge of various arts of peace and war, is futile.

The young men on their return to China will wield enormous influence on their national affairs is evident. Their number is stupendous. They are representative in the best sense of the word. They come from all the different provinces of China, North, South, East, West and Central China. They are from all the grades of society, rich, poor, high and low. In addition they are engaged in the study of all kinds of subjects. Some of them are in the Military, Naval, and Police Schools and Institutes. Others are in commercial, industrial and technical institutions. Some are engaged in the study of Law, Politics, Economics. That the studies of most of them are of the most elementary nature is hardly to be doubted. But there are at least two or three thousand of them whose studies are pretty far advanced. They are receiving training in the various local Universities, High Schools, Colleges and some under private instructors. Some of the Chinese young men read schools or departments of schools which are specially designed for them. Others study in the ordinary schools and classes strictly meant for the Japanese only. But the number of those pursuing their elementary studies by themselves with the best help they can possibly get, is probably very large, though the exact figures at the present moment are not available.

It is no exaggeration to say that the problem of the Chinese students in Japan is very knotty and complicated. What to do with these ten thousand Celestial students is still a riddle to the educators and sociologists of Japan. This number and its unusually rapid increase increase倍 all effort at systematic work. The students, craving to pursue studies of many and mighty difficult. If they are put in the same classes with the Japanese, they being not up to the word, they are receiving training in the Japanese language, prove a drag to the Japanese students and retard their progress. In addition to this, government and private schools in Japan are crowded to their utmost limit of capacity. Such is the dilemma from a political point of view. From the social standpoint the outlook is more gloomy still. The students come from rich and poor families and from different ranks of society. The social conditions in China and Japan are very different from each other. In China the seclusion of women, especially of the higher classes has always been a *forte* and the personal liberty of women has always been associated with suspicious character. In Japan, there is no such exclusion of women. Women is in great evidence everywhere, in the boarding house, street car, park, and temple. Then there is the unscrupulousness of some of the boarding house keepers, of which there are a great number in almost every country, who bring these unscrupulous youth into temptation to make money out of it. Again, a town like Tokyo, abounds in fierce temptation, which not only wreck the moral lives of the Celestial students but of the Japanese students and others as well. Viewed from a political point of view, the scandal in the commissionary departments of the navy are, as Bishop Potter says, cleaned up in private and no dirty brew was fountained in public. The inference is that America makes public exposed of her offenders against the cause of the people and Great Britain does not.

This is an age of exposed graft because we have better methods of exposing it than we did in the days when Morgan and his men waxed too proud. The concession was obtained by a barefaced trickery manipulation of the vulgar "pull". It might have been worse than a pearl monopoly, but it is only a step between an oyster shell and it is a step between an oyster shell and a can of embalmed beef after all.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, at the Office of the "Daily Press," 18th August, 1906.

Orders for extra copies of "Daily Press" should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until conformed.

Telegraphic Address: PARIS, Codes: A.R.C., 6th Ed.
Licker's.
P.O. Box, 33 Telephone No. 12.

NEW ADVERTISEMENT

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR
KUDAT AND SANDAKAN.
Taking Current at Through Rates to
TAWAO, LAHAD DATU, LABUAN,
ZAMBOANGA AND MENADO.

THE Steamship

"BORNEO."
Captain F. Semill (ready to load TO-DAY, the 20th instant), will leave TO-MORROW, the 21st instant, at NOON.
For Freight or Passages, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 20th August, 1906. [1478]

INTIMATIONS

E. R.—
EVENING CONTINUATION CLASSES.

EVENING CLASSES for Instruction in Commercial, Engineering and Science Subjects will be held at GREEN'S COLLEGE, commencing WEDNESDAY, 1st October.
Particulars and Prospectus may be obtained on application to the undersigned or at the REGIMENTAL GENERAL'S OFFICE.

W. H. WILLIAMS,
Organizing Secretary.
Hongkong, 17th August, 1906. [1510]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:—

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
- Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1481]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LTD., in the Kwang Tung Section, CHINESE CIVIL ENGINEERS OR ENGINEERING STUDENTS, having Experience in Railroad Preliminary, Location and Construction. Must be capable of handling any kind of railroad instruments on field work.

Address applications, giving training, references, experience and samples of work, to—

H. E. CHIANG,
President of the Kwang Tung Mercantile Administration of the Yuet Han Railway Co., Ltd., Canton.
Canton, 15th August, 1906. [1592]

THE KWANG TUNG MERCANTILE ADMINISTRATION.

OF THE YUET HAN RAILWAY CO., LTD.

TENDER for 5 First-class, 5 Second-class, and 10 Third-class COACHES, 2 BAGGAGE CARS and 20 DUMP CARS—capacity 5 cubic yards. The Coaches are to be in the same style as the First and Second-class Coaches of the Sun-Shui Division, with the exception of the length, which will be 60 feet over endells.

The Third-class Coaches are to be the same as the Second-class Coaches of the Sun-Shui Division, with the exception of the interior finish and the seats to run longitudinally—the sides and double centre seats. Builders will be required to date the net cost and time of delivery free alongside the wharf, Wong Shu.

Tenders will be opened in the Head-Office, Canton, on the 23rd day of August, 1906, at 11 A.M.

The Company reserves the right to reject any or all bids.

CHANG TO CHAI,
President.
Canton, 9th August, 1906. [1568]

HONGKONG-MACAO LINE.

S.S. "YEDDO,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, faded, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Aug., at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th Aug., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNOLD KARBERG & CO., Agents.

Hongkong, 18th August, 1906. [1604]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA."

FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—

From London—

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 18th August, 1906. [1]

PUBLIC COMPANIES

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, THIS DAY (MONDAY), 20th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors, and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 20th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 20th August, 1906. [1478]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN Accordance with Article XVI, Section 7 of the Articles of Association of the GENERAL MANAGERS have This Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

(Dividend Warrants may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.)

SHEWAN, TOMES & CO., General Managers.

Hongkong, 31st July, 1906. [1512]

TO LET

TO LET.

A HOUSE in KNUTSFORD TERRACE

APPLY TO—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st July, 1906. [1493]

TO LET.

"B" ROCKHURST, PHAK, Newly Painted

and Colour-washed, with use of

Tennis Court, contains 6 Rooms.

Splendid site and well suited for a Bachelor's Mess.

CHURCH MISSION PEAK BUNGALOW

(Furnished) from 1st October, 1906, to

1st May, 1907.

No. 1, BEACONSFIELD ARCADE.

Former House, facing the Parade Ground.

No. 57, PRAYA GRANDE, Macao.

FIVE ROOMS on Top Floor of 15, Queen's Head Central (over Caldecott, MacGregor's).

2ND FLOOR in Central position, containing

Four Large Rooms, Anti-room and Lavatory,

with use of Electric Lift.

ONE SHOP at BEACONSFIELD

ARCADE.

HOUSES on the ROBINSON ROAD Level,

Cheap Rentals.

73, WYNDHAM STREET.

APPLY TO—

LINSTEAD & DAVIS,

3rd Floor, Alexander Buildings,

Hongkong, 24th July, 1906. [1193]

TO BE LET.

A LARGE FURNISHED BEDROOM

with Board in English Family; suitable for

MARRIED COUPLE or Gentleman. Spacious

Verandahs. Good View of Harbour.

APPLY BY LETTER TO—

H. H. H.,

Care of "Daily Press" Office,

Hongkong, 17th July, 1906. [1398]

TO LET.

SEYMOUR ROAD LOWER, No. 31.

PRAYA EAST, No. 91, Top Floor (Godown).

APPLY TO—

SAM WANG CO., LTD.,

81, Queen's Road Central.

Hongkong, 6th February, 1906. [306]

TO LET.

OFFICES in KING'S BUILDING and YORK

BUILDING.

A HOUSE in WONG NEI CHONG ROAD.

GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit

Road.

A HOUSE in KIPON TERRACE.

FLATS in MOUNTAIN TERRACE.

"HAYTOR" — THE PEAK. Immediate

Possession.

APPLY TO—

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.

Hongkong, 1st March, 1906. [1524]

TO LET.

OFFICE ROOMS on Queen's Rd, Central;

also portion of European Dwelling

House, Praya East.

For Rent and Further Particulars, apply to

N. MODY & CO.

54 & 56, Queen's Road Central.

Hongkong, 8th August, 1906. [1546]

TO LET.

"NEW KINGSCLEERE," with Stables.

Entrances in both Kennedy and Mac-

Donald Roads.

Owners will, if required, convert the Main

Building into a Boarding House, with large

Drawing and Dining Room Accommodation

and 37 Bedrooms. CHEAP RENTAL.

For full particulars, apply to

LINSTEAD & DAVIS.

Hongkong, 28th June, 1906. [1524]

TO LET.

OFFICES, 1st FLOOR, suitable for a

INTIMATION.
S. MOUTRIE
& CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
PLEYEL, KEMMLER,
AND
ROSENKRANZ.

For LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road,
Hongkong, 30th July, 1906.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1886.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID UP ... " 21,000,000
CAPITAL UNCALLED ... " 3,000,000
RESERVE FUND ... " 10,300,000
SPECIAL RESERVE FUND ... " 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
Osaka Lyons New York
London Honolulu Bombay
San Francisco Tianjin Newark
Shanghai Peking Mukden
Daiji Chefoo Tieling
Port Arthur

LONDON BANKERS—
THE LONDON JOINT STOCK BANK, LIMITED.
PARK'S BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months 5% per annum.
" " " 6 " 4% " "
" " " 3 " 3% " "
" " " TAKEO TAKAMICHI,
Manager.

Hongkong, 27th March, 1906.

BANKS
THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)
CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID UP 2,500,000
HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Kobe Taiwan
Anping Nagasaki Tamsui
Foochow Osaka Tokio
Keeling Shanghai Yokohama

HONGKONG OFFICE:
3, DES VIEUX ROAD.
Interest allowed on Current Account
Deposits received on terms which may be learned
on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906.

INCORPORATED BY ROYAL CHARTER, 185:

HEAD OFFICE—LONDON.

CAPITAL PAID UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST allowed on Current Account at
the rate of 2% per annum on the Daily balances
on Fixed Deposits for 12 months 4 per cent.

T. P. COOKE, Manager.

Hongkong, 10th May, 1906.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID UP 562,500
RESERVE FUND 135,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
the rate of 2% per annum on the Daily balance
ON FIXED DEPOSITS—

For 12 months 4%

" 6 " 3%

" 3 " 2%

" 2 " 1%

E. ORMISTON, Manager.

Hongkong, 26th March, 1906.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID UP CAPITAL £10,000,000
RESERVE FUND £10,000,000
STERLING RESERVE £10,000,000
SILVER RESERVE £10,000,000

RESERVE LIABILITY OF PROPRIETORS: £1,000,000

COUNCIL OF DIRECTORS:

A. HAUPP, Esq.—Chairman.

G. H. MEDHURST, Esq.—Deputy Chairman.

E. GOOT, Esq. N. A. SIEB, Esq.

Hon. Mr. W. G. GRIMSON, R. SHAW, Esq.

C. R. LEHMANN, Esq. H. A. W. SLADE, Esq.

D. M. NISSIM, Esq. H. E. TOMPKINS, Esq.

A. J. RAYMOND, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

ACTING MANAGER:

Shanghai—W. ADAMS OBAM.

LONDON BANKERS—LONDON AND GOUVY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent per annum on the daily balance.

ON FIXED DEPOSITS—

For 3 months, 2% per cent per annum.

For 6 months, 3% per cent per annum.

For 12 months, 4% per cent per annum.

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 6th June, 1906.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking,

Tientsin, Foochow, Ningpo, Kobe,

Yokohama, Singapore.

Founded by the following Banks and

Bankers—KÖNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIREKTION DER DISCONTOGESSELLSCHAFT

DEUTSCHE BANK

S. BLEICHROEDER

BERLINER HANDELSGESELLSCHAFT

BANK FÜR HANDEL UND INDUSTRIE

ROBERT WARSCHAUER & CO.

MENDELSSOHN & CO.

M. V. YOUNG ROTHSCHILD & SONS

Frankfurt a/M.

JACOB S. H. STEIN

NORDDEUTSCHE BANK IN HAMBURG, Hamburg

SAL. OPPENHEIM, JR., & CO., Köln.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-BANK, München.

LONDON BANKERS:

MESSRS. N. M. ROTHSCHILD & SON

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT

DIREKTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

RUGO SUTER, Manager.

Hongkong, 1st May, 1906.

HONGKONG SAVING'S BANK.

THE Business of the above Bank is con-

ducted by the HONGKONG AND SHANG-

HAI BANKING CORPORATION. Enquiries

may be obtained on application.

INTEREST on deposits is allowed at 3%

PER CENT. per annum.

Depositors may transfer at their option

balances £100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 30th May, 1906.

24

SHARE REPORT.

COTTON MILLS—Shanghai quotes: Ewos sold at Tls. 78 cash and at Tls. 70 for end of September. Hongkong Cottons fetched \$145, and are in request now at \$15.

SUNDAY MANUFACTURING COMPANIES—China Light and Powers, after sales at \$10, close with buyers at \$10.1. Hongkong Electric charged hands at \$14 and \$14, but holders are demanding \$15 now for further lots. Dairy Farms changed owners and have buyers at \$17. Green Island Cement Shares have been done at \$19, and more are on offer. Other stocks under this heading are unchanged.

MISCELLANEOUS—China Horns have been done up to \$12, closing firm at that rate. China Providents are in demand at \$81. Laukaats, after dropping in the North to Tls. 220, have suddenly jumped to Tls. 240 buyers. South China Morning Post Shares are in demand at \$19. Watsons sold at \$13. Other stocks under this heading are unchanged.

BANK SHARES—Hongkong and Shanghai sold at \$850 and have buyers; a sale at £100 and current rate of exchange for London held Hongkong Register Share has also been effected, which works out close on \$850. The London rate has advanced to £24. 10s. 0d. Nationals are steady at \$87.

MARINE INSURANCE SHARES—Unions sold at \$800 and \$790, closing at \$790. Cantons have fallen to \$830 sellers. Other stocks under this heading are unchanged.

AMERICAN "HUSTLE" IN THE FAR EAST.

The Singapore Free Press asks: Has the American as a trader "come to stay"? Comptroller critics believe that his stay will be short unless he radically moulds his trading ways. There is evidently too much importance attached by the American to his valiant qualities characteristic of hustling and very little, if any at all, to the important necessity of adapting his methods to the idiosyncrasies of the East, which obstinately refuse to be hustled. In other words, before American trade can make any perceptible headway in the Orient careful regard must be had to Eastern prejudices and Eastern customs which had indurated long before America was discovered. There is something of arrogance in the treatment of customers in this part of the world by American exporters. The local American agent readily recognises this and protests with the same iteration against the disposition of the people at the other end to hold their Oriental customers cheap. The newly arrived American salesman in the East, as yet unacquainted with Oriental characteristics, opens a sample room and sets to work precisely as he would in a town in the United States. He displays "novelties" of every sort—clocks, watches, soap, milk, and the now discredited canned meat. But customers do not come, only a few curious visitors who will come and go without buying. Presently the American salesman makes a trip round the bazaar with his goods. Then for the first time he begins to "discover" the Chinaman and his unconquerable conservatism. John Chinaman's father and grandfather had used a certain "shop" of goods before him, and he and his posterity will like the gentleman of a well-advertised brand of soap, use no other. When the drummer has aspired himself of this fact he has learnt the most important lesson in his commercial education in the East. Still, it remains to be said that, if once he can induce a Chinese customer to take up a new brand of goods, the future popularity of that brand is predictably assured.

MINING SHARES—Raubs dropped to 80¢, but have recovered, and up to \$75 has been paid again; at which figure a few more shares can be placed; the report, dated Brisbane, 24th June, 1906, giving the accounts for the year ended 31st March, 1906, but including the Singapore accounts up to 28th February only, states that the net proceeds during the year are 8,430½ ounces of gold from 65,715 tons of ore crushed (against 6,520 tons of gold from 49,140 tons of ore crushed for last year, and 9,140 ounces of gold from 35,462 tons of ore crushed for previous year), and after payment of 10% royalty, cost of transit, insurance, &c., gave £31,761 lbs. 8d. (against £28,872 lbs. 5d. for last year, and £35,011 lbs. 9d. for previous year). The year commenced with a debit balance of £15,481 lbs. 8d. Expenses including £7,755 lbs. 8d. written off for depreciation (last year £8,954 lbs. 8d.), amount £34,897 lbs. 7d. (against £33,587 lbs. 11d. for last year, and £31,802 lbs. 8d. for previous year). The paid up capital remains at £101,250, and the reserve fund £4,873 lbs. 10d.; debenture figure with £7,055 lbs. 3d. and sundry creditors with £13,081 lbs. 1d. The mining property appears at the old figure of £13,184 lbs. 6d., while machinery, tools, implements and stores, railway and rolling stock, buildings, timber, furniture, and electric installation and plant appear with £63,768 lbs. 2d. (against £53,000 lbs. 8d. as per last statement). The cost of the new main shaft and plant appears with £12,007 lbs. 19s. 1d. (against £10,909 lbs. 10d. as per last report), and each in hand and ready debtors with £2,925 lbs. 2d. (against £4,273 lbs. 5d. as per last report).

DOCKS, WHARVES AND GODOWNS—Hongkong Land Investment and Agency Company's shares sold at \$111 and \$110, closing with buyers at \$110. A few Kowloon and Kwai-chow Wharf Godown Company's shares sold at \$107, but the closing rate is \$106. Shanghai and Hongkong Wharves advanced in the north to Tls. 245, and close with buyers at Tls. 242.

LANDS, HOTELS AND BUILDINGS—Hongkong Land Investment and Agency Company's shares sold at \$111 and \$110, closing with buyers at \$110. A few Kowloon and Kwai-chow Lands in place at \$83, but held for higher rates. Hongkong Hotels changed hands at the reduced rate of \$100, but at that rate there are further buyers. Humphreys are quoted \$11½ and Shanghai Lands Tls. 100.

DOCKS, WHARVES AND GODOWNS—The water-gas bore at Roma (Q.) has turned dog on the town. For two or three years the bore gave the place an adequate water supply, while the rain ran to waste. Then the inhabitants thought the gas seemed permanent enough to justify them in putting up a gasometer and lighting the town. But no sooner was the plant in use than the gas ceased to flow, and in its place oil appeared and mixed itself up with the water. A syndicate had formed to try the deeper levels for oil, and it was subsidised by the State to the extent of £2,500. The syndicate suddenly bids itself on a gas-well ticket, and shares have gone up considerably. The ratepayers, however, who have on their hands a useless gas plant and a failed and fish-like water supply, are cursing their luck. The water-hold was originally raised at a depth of 1,440 ft., but it was decided to go further down, mainly for scientific purposes. At 3,000 ft. the gas was met with. With the aid of a small pipe thrust to the bottom, the gas was carried out without injuring the water. It is thought that the oil has come in somehow between the water and the gas, and shut the gas off. Anyhow Roma's water supply now smells like a decayed shark.

AN UNFORTUNATE ENTERPRISE.

The following cutting from an Australian contemporary refers to Roma, a town on the plains 317 miles west of Brisbane, in Queensland. It is surrounded by large sheep stations, and is fast becoming a wheat-growing centre.

The water-gas bore at Roma (Q.) has turned dog on the town. For two or three years the bore gave the place an adequate water supply, while the rain ran to waste. Then the inhabitants thought the gas seemed permanent enough to justify them in putting up a gasometer and lighting the town. But no sooner was the plant in use than the gas ceased to flow, and in its place oil appeared and mixed itself up with the water.

A syndicate had formed to try the deeper levels for oil, and it was subsidised by the State to the extent of £2,500. The syndicate suddenly

SHIPPING.

ARRIVALS.

AMOY, German str., 193; H. Plumbeck, 18th August.—Amye 17th August.—Sandor, Wieder & Co.
CHANGCHEW, British str., 1,213; Russell 19th Aug.; Sonrakaya 6th Aug.; and Singapore 11th, Suez—Chinese.
CHINCHING, British str., 18th August, from Canton.
CHIENKUO, Chinese str., 1,177; C. Stewart, 16th August; Shanghai 15th August; General Chinese.
COQUILLE, British str., 1,423; T. Arthur, 18th August; Shanghai via Swatow 14th Aug.; General Jardine Matheson & Co.
CUTTING, British str., 1,207; W. C. Passmore, 15th August—Fuchow 15th, Amoy 16th and Swatow 17th August; General—Douglas Lapraik & Co.
DANLOU, French str., 7,10; Merlees, 18th August; Haiphong and Hihou 17th August; General A. R. Mart.
DARWIN, German str., 1,145; A. Nejahr, 18th August; Apia 27th July; Ballast, Johnson & Co.
DARWIN, German str., 352; Iplaud, 18th Aug.; Poing 6th August; Singapore 10th and Hihou 17th; General and Pigeon Johnson A. V. Co.
KOON-HANG, German str., 2,061; C. Koslinski, 17th Aug.; Hongkong and Kedah 10th August; General—Butterfield & Swaine.
DARWIN, British str., 1,215; H. Harder, 16th August—Swatow 17th August; Nil—Butterfield & Swaine.
DARWIN, German str., 1,257; Fr. Natares, 17th August; Indo 12th August; Sugar and Wool—Sandor, Wieder & Co.
MAN-MAN, Japanese str., 502; S. Tagani, 17th Aug.—Swatow 16th August; General I. Okamoto-Suzuki Kaisha.
MELVILLE, French str., 2,105; Dierckens, 18th Aug.—Saguen 14th August; General—Bradley & Co.
MINAMI MARU, Japanese str., 990; M. Nomoto, 18th Aug.; Shanghai via Fuchow, Amoy and Swatow 10th Aug.; General—Osaka Shosen Kaisha.
MORNING, British str., 386; W. R. E. Hickler, 16th August—Antwerp 1st July; General—P. & O. S. N. Co.
SPITZER, German str., 1,148; Malchow, 17th August—Shanghai 14th August; General—Hamburg-Amerika Line.
PROTEUS, British str., 1,021; E. Monkman, 19th Aug.—Shanghai 15th Aug.; General Butterfield & Swaine.
TOMAH, Dutch str., 2,150; N. de Bruyns, 18th Aug.; Meissen 9th Aug.; General—Java-China Japan Linie.
CRESCENT, American str., 9,666; T. W. Gurnier, 15th August—Manila 10th Aug.; General—Dedwell & Co., Ltd.
VIRGO, British str., 2,974; F. Cowley, 18th August; Singapore 14th August; General—Arnold, Karburg & Co.
VICTORY, British steamer, 19th August; Canton.
YOKOHAMA, British str., 2,468; S. C. N. Thompson, 18th Aug.; Rich 10th Aug.; Christmas Island 2nd August; Phosphates—Mitsui Bussan Kisha.
DEPARTURES.

Aug. 18th.

DUKE OF NORMANDY str., for Saigon.
HAIKAN, French str., for Pakhoi.
KINA, Danish str., for Singapore.
KOKANG SHI, French str., for Kobe.
KWASINGER, British str., for Chinkiang.
KWASHIANG, Chinese str., for Shanghai.
MARIE, German str., for Shanghai.
PAOLING, British str., for Ningpo.
RADNOVSKA, British str., for Japan.
WEIL, British str., for Manila.
SEAVIA, German str., for Liverpool.
TYDUS, British str., for Liverpool.
WOODFORD, British str., for Java.
Aug. 19th.
CHARLESHOUSE, British str., for Amoy.
HONGKONG, British str., for Amoy.
KONGKANG, British str., for Shanghai.
MAN-MAN, Japanese str., for Tamsui.
FOOSHUNG, British str., for Chungtien.
SOUTHERN, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Hochberg* reports: Moderate S.W. monsoon and fine weather.
The British str. *Changzhou* reports: Light winds and calms throughout.
The British str. *Southern* reports: Light favourable winds and smooth sea.
The British str. *Tyndale* reports: Strong S.W. monsoon and fine clear weather.
The German str. *Koblenz* reports: Fine cloudy weather, moderate wind and sea.
The British str. *Hooching* reports: Light to moderate S.W. winds and fine clear weather.
The Chinese str. *Canton* reports: Fresh to moderate monsoon, fine and clear throughout.
The British str. *Lingding* reports: Light S.W. wind and fine weather, fine smooth from Swatow.

VESSELS IN DOCK.

ABERDEEN DOCKS.
KOWLOON DOCKS.—*Alois Lütke, Germania, Hutching, Lapraik, Com. Polmar Duck, Chorlton, Burnet.*

VESSELS ON THE BERTH


AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship.

"SILESIA."

Captain Stabile, will leave for the above places TO-DAY, the 20th inst., at Noon.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents,
Princes Building, Hongkong, 13th August, 1906. [3]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.
THE Company's Steamship.

"HAICHING."

Captain A. E. Hodges, will be despatched for the above Ports TO-MORROW, the 21st Inst., at 12 o'clock NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 13th August, 1906. [3]

HONGKONG DAILY PRESS.

Hongkong, 13th August, 1906. [3]

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaau Pier. 3. From Blaau Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	RADNORSHIRE	Brit. str.	1 m.		SHEWAN, TOME'S & CO.	About 20th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 23rd inst.
LONDON, AMSTERDAM & ANTWERP	DIOMMI	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 11th Sept.
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 23rd Sept.
MARSEILLES, &c., VIA PORTS OF CALL	BERNARD SIMONE	Brit. str.	1 m.	Bourdon	MESSAGHINI MARITIMES.	To-morrow, at 1 P.M.
MARSEILLES, HAVRE & LIVERPOOL	ALGONIS	Ger. str.	—	E. Malchow	BUTTERFIELD & SWINE	On 3rd inst.
MARESEILLES, HAVRE & LIVERPOOL	P. E. FRIEDRICH	Ger. str.	k. w.		MELCHERS & CO.	On 29th inst., at Noon.
ODDESSA	KIALA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	About 15th Sept.
HAIFU & HAMBURG VIA STRAITS, &c.	HELVETIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 6th Sept.
HAIFU & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAIFU, ROTTERDAM & LIVERPOOL	SEGOMIA	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 11th Oct.
COPENHAGEN & BALTIQUE PORTS	KINTUCK	Dan. str.	—		MELCHERS & CO.	On 30th Sept.
TRISTE &c., VIA SINGAPORE, &c.	SIGIRIA	Aus. str.	k. w.		SANDER, WIELER & CO.	About 15th Sept.
NAPLES, HAVRE, BREMEN & HAMBURG	AUSTRIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 4th Sept.
NAPLES, HAVRE, BREMEN & HAMBURG	SCANDIA	Ger. str.	1 m.		HAMBURG-AMERIKA LINIE	On 18th Sept.
GENOA, MARSEILLES & LIVERPOOL	PELEUS	Brit. str.	—	Butchart	BUTTERFIELD & SWINE	About 25th inst.
BOSTON & NEW YORK	FOXLEY	Brit. str.	—		ARNOLD, KARBERG & CO.	ABOUT 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	JOHN HARDIE	Am. str.	—		SHEWAN, TOME'S & CO.	ABOUT 25th inst.
NEW YORK	ALBENGIA	Brit. str.	—		CARLOWITZ & CO.	ABOUT 25th inst.
ATHOLL	MONTSERRAT	Brit. str.	2 m.		DODWELL & CO. LTD.	ABOUT 25th inst.
MONTSERRAT	EMPEROR OF INDIA	Brit. str.	1 m.		STANDARD OIL CO.	ABOUT 25th inst.
ATHENS	ATHENAS	Am. str.	—		CANADIAN PACIFIC R. CO.	ABOUT 25th inst.
ATRIUM	TRIMONT	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	ABOUT 25th inst.
BELLEGROD	BRITANNIA	Ger. str.	—		DODWELL & CO. LTD.	ABOUT 25th inst.
ARAGONIA	GENPRA	Brit. str.	—		BUTTERFIELD & SWINE	ABOUT 25th inst.
GLENPRA	WILLEHAD	Ger. str.	—		PORTLAND & ASIATIC S.S. CO.	ABOUT 25th inst.
WILLEHAD	THINIAN	Brit. str.	1 m.		TOY KISEN KAISHA	ABOUT 25th inst.
THINIAN	EASTERN	Brit. str.	k. w.		MELCHERS & CO.	ABOUT 25th inst.
DAPHNE	TONAWANDA	Brit. str.	—		JAVA-CHINA-JAPAN LINIE	ABOUT 25th inst.
SIAM	TAJIMA	Dan. str.	1 m.		BUTTERFIELD & SWINE	ABOUT 25th inst.
TAJIMA	LIANGCHOW	Brit. str.	—		JARDINE, MATHESON & CO.	ABOUT 25th inst.
LIANGCHOW	CHIUSHING	Brit. str.	1 m.		SIEGMUND & CO.	ABOUT 25th inst.
CHIUSHING	LYDIA	Ger. str.	—		MESSAGERIES MARITIMES.	ABOUT 25th inst.
LYDIA	SELENIA	Aus. str.	—		OSAKA SHOSEN KAISHA	ABOUT 25th inst.
SELENIA	POLYNESIEN	Fren. str.	—		BUTTERFIELD & SWINE	ABOUT 25th inst.
SHOHSA MARU	YOKOHO	Jap. str.	1 m.		P. & O. S. N. CO.	ABOUT 25th inst.
YOKOHO	FOOSHUNG	Brit. str.	—		JARDINE, MATHESON & CO.	ABOUT 25th inst.
FOOSHUNG	SENEGAMBIA	Brit. str.	—		HAMBURG-AMERIKA LINIE	ABOUT 25th inst.
SENEGAMBIA	PRINZ HEINRICH	Ger. str.	—		MELCHERS & CO.	ABOUT 25th inst.
PRINZ HEINRICH	SUVIA	Ger. str.	—		HAMBURG-AMERIKA LINIE	ABOUT 25th inst.
SUVIA	SEVIA	Ger. str.	—		MELCHERS & CO.	ABOUT 25th inst.
SEVIA	BRISGAVIA	Rus. str.	—		TOY KISEN KAISHA	ABOUT 25th inst.
BRISGAVIA	SHOGUN	Jap. str.	—		TOY KISEN KAISHA	ABOUT 25th inst.
SHOGUN	YOKOHO	Brit. str.	—		TOY KISEN KAISHA	ABOUT 25th inst.
YOKOHO	CHUNSHAN	Brit. str.	—		TOY KISEN KAISHA	ABOUT 25th inst.
CHUNSHAN	LAISAN	Brit. str.	—		TOY KISEN KAISHA	ABOUT 25th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONE.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 1st Sept., NOON.
RUBI	2540	R. Almond	Manila.	On 8th Sept., NOON.

For Freight or Passage apply to SHEWAN, TOME'S & CO., GENERAL MANAGERS. [15]

Hongkong, 19th August, 1906.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. JOHN HARDIE ... About 25th August.

S.S. SOUTH AMERICA ... About 10th October.

For freight and further information apply to SHEWAN, TOME'S & CO., GENERAL AGENTS. [15]

Hongkong, 9th August, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR NEW YORK.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SHANGHAI, KOREA AND KOBE ... About 25th August.

SHANGHAI, YOKOHAMA AND KOBE ... About 1st Sept.

SHANGHAI, YOKOHAMA AND KOBE ... About 15th Sept.

SHANGHAI, YOKOHAMA AND KOBE ... About 28th Sept.

SHANGHAI, YOKOHAMA AND KOBE ...

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

MONTHLY SAILINGS FOR LIVERPOOL,
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
GLASGOW and LIVERPOOL	"TEENKA"	On 6th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 6th September.
GLASGOW and LIVERPOOL	"MOYUNE"	On 13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th September.
GLASGOW and LIVERPOOL	"CALICHAS"	On 20th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.
MARSEILLES, HAVRE and LIVERPOOL	"ALCINOUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"DIMED"	On 11th September.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HAVRE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA	"BELLEROPHON"	On 1st September.
NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 29th September.
HAMA		

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	On 8th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS. [10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR
CHEFOO and NEWCHWANG
SHANGHAI
MANILA
TAMSUI
TIENTSIN
GEHU and ILOUO
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CATRNS, "TSINAN" On 27th August.
SYDNEY and MELBOURNE
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 19th August, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOI	"JOSHIN MARU"	SUNDAY, 26th Aug., at 10 A.M.
SHANGHAI VIA SWATOW, AMOI AND FOOCHEW	"SHOSHU MARU"	TUESDAY, 21st Aug., at NOON.
TAKAO VIA SWATOW, AMOI AND ANPING	"AKASHI MARU"	WEDNESDAY, 22nd Aug., at 10 A.M.
These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.	J. A. MEIJIN	
Taking cargo on through bills of lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.	T. ARIMA, Manager.	[14]

Hongkong, 18th August, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

TIME	LEAVE HONGKONG	ARRIVE VANCOUVER
THURSDAY, 30th Aug.	... 17th Sept.	
WEDNESDAY, 12th Sept.	... 6th Oct.	
THURSDAY, 27th Sept.	... 15th Oct.	
WEDNESDAY, 3rd Oct.	... 27th Oct.	
THURSDAY, 25th Oct.	... 12th Nov.	
WEDNESDAY, 31st Oct.	... 24th Nov.	

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £200; via New York £32.

Intermediate Steamers at 420, " " 442.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rate, affording superior accommodation for that class.

Passenger Books through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Route, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADOCK, Acting General Agent,
Corner Peader Street and Praya, opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

• TIENSIN via SWATOW & CHEFOO "CHIOPSHING" ... Monday, 20th Aug., 1 P.M.

SINGAPORE, SAMARANG and "CHUNSANG" ... Tuesday, 21st Aug., 3 P.M.

• SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Wednesday, 22nd Aug., 3 P.M.

• SHANGHAI "FOOSHING" ... Wednesday, 23rd Aug., 3 P.M.

• MANILA "LOONGSANG" ... Friday, 24th Aug., 4 P.M.

• These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

• Taking cargo on Through Bills of Lading to Chefoo, Tiensin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

Hongkong, 19th August, 1906.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR ON OR ABOUT
TJIMAH	JAVA	Second half of August	JAPAN via SHANGHAI Second half of August
TJIPANAS	JAVA	First half of September	JAPAN via SHANGHAI First half of September
TJILATJAP	JAPAN	First half of September	JAVA PORTS Second half of September
TJILIWONG	JAVA	Second half of September	JAPAN via SHANGHAI Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands Indian ports, through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 373.

[16]

HONGKONG DAILY PRESS PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST. \$10.00
Do. Do. Small Edition 6.00

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA. \$1.00

CHILDREN OF FAR CATHAY. A Social and Political Novel, by Q. J. Malcomson. \$1.00

TEMPORARY MINING REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA. \$0.50

TRADE MARK REGULATIONS IN CHINA. \$0.25

HONGKONG TO CANTON BY THE PEARL RIVER. A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations. \$1.00

FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Crews of H.M.S. Terrible). \$1.00

MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column. \$1.00

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh. \$1.00

CALLED OUT: or the Ching Wang's Daughter, an Anglo-Chinese Romance, by Capt. J. H. Halecombe. \$2.00

POLITICAL OBSTACLES TO MISCELLANEOUS SUCCESS IN CHINA. \$0.25

HONGKONG WEEKLY PRESS. half yearly vol. bound. \$1.00

RATES OF EXCHANGE AT HONGKONG. English Mail days 1874 to 1904. \$2.00

BOMBAY RATES OF EXCHANGE AT HONGKONG. English Mail Days 1879 to 1907. \$0.20 & \$0.30

MAIL TABLES, for 1906. \$0.10

PLAN OF VICTORIA. \$0.75

" KOWLOON. \$0.75

" PEAK. \$0.75

" NEW TERRITORY. \$0.75

" CANTON. \$0.75

POWER OF ATTORNEY FORM. \$0.25

SKETCH OF THE WEST RIVER. \$0.25

CLEANSE

POST OFFICE NOTICES.

67 Found on the counter of the G.P.O.—A pair of Binoculars.
Found on the counter of the Registration Branch—A Purse. Owner can have the same by proving contents.

The *Polymer*, with the French mail of the 20th ultimo, left Saigon on Saturday, the 18th inst., at 1 p.m., and may be expected here to-day, evening. This packet brings replies to letters despatched from Hongkong on the 16th June.

The *Ocean*, with the English mail of the 27th ultimo, left Singapore on Friday, the 17th inst., at 1 p.m., and may be expected here to-morrow, at 6 p.m. This packet brings replies to letters despatched from Hongkong on the 26th June, and the parcel mails closed in London for despatch by the air mail route on the night of the 18th July and for despatch overland on the early morning of the 25th July.

MAIL WILL CLOSE

FOR

	PER	DATE
Singapore and Deli		Monday, 20th, 1.00 p.m.
Chitong		Monday, 20th, 3.00 p.m.
Kaga Maru		Monday, 20th, 3.00 p.m.
Specie		Monday, 20th, 4.00 p.m.
Shouko Maru		Tuesday, 21st, 9.00 A.M.
Hanwa		Tuesday, 21st, 9.00 A.M.
Borneo		Tuesday, 21st, 10.00 A.M.
Printed Matter and Samples		9.00 A.M.
Registration		9.00 A.M.
Registration, with late fee of 10 cents, up to 9.45 A.M.		10.45 A.M.
Registration, Kowloon B.O.		9.00 A.M.
No late fee.		Letters, 10.00 A.M.
Letters		Tuesday, 21st, 10.00 A.M.
Registration, Kowloon B.O.		Tuesday, 21st, 10.00 A.M.
No late fee.		Printed Matter and Samples, 10.00 A.M.
Registration		10.00 A.M.
Registration, with late fee of 10 cents, up to 10.45 A.M.		11.00 A.M.
Registration, Kowloon B.O.		10.00 A.M.
No late fee.		Letters, 11.00 A.M.
Land and Building—Hongkong Land Inv.		Tuesday, 21st, 2.00 P.M.
Humphrey's Estate		Tuesday, 21st, 3.00 P.M.
Kowloon Land & B.		Tuesday, 21st, 3.00 P.M.
Shanghai Land		Tuesday, 21st, 5.00 P.M.
West Point Building		Tuesday, 21st, 5.00 P.M.
Mining—Charbonnages		Wednesday, 22nd, 9.00 A.M.
Raubs		Wednesday, 22nd, 11.00 A.M.
Philippine Co.		Wednesday, 22nd, 11.00 A.M.
Refineries—China Sugar		Wednesday, 22nd, 2.00 P.M.
Luzon Sugar		Wednesday, 22nd, 3.00 P.M.
Steamship Companies—China and Manch.		Thursday, 23rd, 3.00 P.M.
Dowdeswold Steamship		Friday, 24th, 3.00 P.M.
H. C. Stanton & M.		Saturday, 25th, 10.00 A.M.
Indo-China S.N. Co.		Saturday, 25th, 10.00 A.M.
Shell Transport Co.		Saturday, 25th, 10.00 A.M.
Star Ferry		Do, Now...
Shanghai & H. Dyeing		Shanghai China M. Post
South China M. Post		Wednesday, 22nd, 10.00 A.M.
Steam Laundry Co.		Wednesday, 22nd, 10.00 A.M.
Stores & Dispensaries—Campbell, M. & Co.		Wednesday, 22nd, 10.00 A.M.
Powell & Co., Win.		Wednesday, 22nd, 10.00 A.M.
Watkins		Wednesday, 22nd, 10.00 A.M.
Watson & Co., A. S.		Wednesday, 22nd, 10.00 A.M.
United asbestos		Wednesday, 22nd, 10.00 A.M.
Do, Founders...		Wednesday, 22nd, 10.00 A.M.

JOINT STOCK SHARES.

Hongkong, August 17th

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Banks—		
Hongkong & Shanghai	\$125	\$120, scds.
National B. of China	25	\$47.
Bell's Asbestos E. A., 125. 83	37.	
China-Borneo Co.	\$12	\$12, buyers
China Light & P. Co.	\$10	\$10, buyers
China Provident	\$10	\$10, buyers
Cotton Mills—		
Ewo	50	Th. 78.
Hongkong	\$10	\$14, buyers
International	75	Th. 66
Laos Lung Mow	100	Th. 80
Seychelles	500	Th. 30.
Dairy Farm	36	\$17, buyers
Docks and Wharves—		
H. & K. Wharf & G.	\$50	\$100.
H. & W. Dock	\$50	\$12, sellers
New Amoy Dock	\$2	\$16, sellers
Shanghai Dock and King, Co., Ltd.	\$100	Th. 47, buyers
Shai & H. Wharf	100	Th. 20, buyers
Fenwick & Co., Guo.		
Green Island Cement	\$10	\$22, sellers
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$10	\$16, sellers
H. H. L. Transways	\$100	\$235, buyers
Hongkong Hotel Co.	\$50	\$120, buyers
Hongkong Kopo Co.	\$10	\$20, sellers
Hongkong Waterboat	\$10	8, sellers
Insurance—		
Canton	\$50	\$35, sellers
China Fire	\$20	\$91, buyers
China Trade	\$25	\$105, sellers
Hongkong Fire	\$50	\$220, buyers
North China	25	Th. 80.
Union	\$100	\$80.
Yangtze	\$60	\$172.
Land and Building—		
Hongkong Land Inv.	\$100	\$14, sellers
Humphrey's Estate	10	\$11.
Kowloon Land & B.	\$20	138.
Shanghai Land	50	Th. 110.
West Point Building	\$50	\$10, sellers
Mining—		
Charbonnages	Frs. 250	\$450, nominal
Raubs	19/10	37, buyers
Philippine Co.	\$10	\$5.
Refineries—		
China Sugar	\$100	\$143, sellers
Luzon Sugar	\$100	\$21, buyers
Steamship Companies—		
China and Manch.	\$25	\$21, buyers
Dowdeswold Steamship	\$50	\$37.
H. C. Stanton & M.	\$15	\$20, x.d. buyer.
Indo-China S.N. Co.	\$10	173, buyers
Shell Transport Co.	41	27.5, sellers
Star Ferry	\$5	\$22, sellers
Do, Now...	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	Nominal.
South China M. Post	\$5	119, buyers
Steam Laundry Co.	\$5	\$6.
Stores & Dispensaries—Campbell, M. & Co.	\$10	\$22.
Powell & Co., Win.	\$10	\$104.
Watkins	\$10	\$14, sellers
Watson & Co., A. S.	\$10	\$13, sales
United asbestos	\$4	\$8.
Do, Founders...	\$10	\$15.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"RADNORSHIRE."

Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

SHEWAN, TOME & CO., Agents.

Hongkong, 14th August, 1906. [1890]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined at 11 A.M. on the 20th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1906. [1910]

NOERDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st inst., at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 14th August, 1906. [1910]

VERNON & SMYTH,

VISITORS AT HOTELS.

HONGKONG HOTEL.

Capt. T. A. Hall

Miss A. M. Hammett

Dr. and Mrs. E. A. Hewitt

Mr. W. M. Humphreys

Mr. R. B. Beattie

Eng-Lieut. H. F. Bell, R.N.

Mr. A. van Biervliet, Vice-Consul for Belgium

Mr. R. A. Burns

Mr. S. B. Bunn

Mr. W. S. Bassell

Mr. H. B. Bunting

Mr. F. G. Brightwell

Mr. G. C. Campbell

Mr. A. E. Cartwright

Miss E. Chamberlain

Mr. A. A. Chinnery, A. H. Chichester, etc.

Mr. T. Clark

Mr. M. O. Clark

Mr. & Mrs. T. W. Clark

Mr. E. H. Colvin

Mr. J. L. Connor

Mr. A. C. Cruickshank

Mr. F. O. Davies

Mr. W. Domini

Mr. & Mrs. W. H. Donald

Mr. F. H. Doolittle

Capt. & Mrs. J. Douglas

Mr. & Mrs. W. A. Drury

Mr. J. E. Dryden

Mr. T. C. Downing

Mr. E. D. Draw

Mr. W. E